

APPENDIX

A-1
Glossary of Common Acronyms

AQMD	<i>Air Quality Management District</i> , a regional agency formed by two or more counties, which adopts regulations to meet state and federal air quality standards.
CARB	<i>California Air Resources Board</i> , the State agency responsible for implementation of the federal and State Clean Air Acts. Provides technical assistance to air districts preparing attainment plans; reviews local attainment plans and combines portions of them with State measures for submittal of the State Implementation Plan (SIP) to U.S. EPA.
CASP	<i>California Aviation System Plan</i> , prepared by Caltrans every five years as required by PUC 21701. The CASP integrates regional system planning on a statewide basis.
CEQA	<i>California Environmental Quality Act</i> , State law which requires the environmental effects associated with proposed plans, programs, and projects be fully disclosed.
CTC	<i>California Transportation Commission</i> , a decision-making entity established by AB 402 (Alquist/Ingalls) of 1977 to advise and assist the Secretary of Transportation and the legislature in formulating and evaluating state policies and plans for transportation programs.
FHWA	<i>Federal Highway Administration</i> , a component of the U.S. Department of Transportation, established to ensure development of an effective national road and highway transportation system. FHWA and FTA, in consultation with U.S. Environmental Protection Agency (EPA), make Federal Clean Air Act Conformity findings for Regional Transportation Plans, Transportation Improvement Programs, and Federally-funded projects.
FTA	<i>Federal Transit Administration</i> , a component of the U.S. Department of Transportation, responsible for administering the federal transit program under the Federal Transit Act, as amended, and the Intermodal Surface Transportation Enhancement Act (ISTEA) of 1991.
IIP	<i>Interregional Improvement Program</i> , under the State Transportation Improvement Program (STIP) reforms of Senate Bill 45, the STIP now consists of two broad programs, the Interregional Improvement Program and the Regional Improvement Program (RIP). The IIP is funded with 25% of the State Highway Account revenues programmed through the State Transportation Improvement Program.
IRRS	<i>Interregional Roadway System</i> , the IRRS is a series of interregional state highway routes outside of Urbanized Areas, that provides access to and between the state's economic centers, major recreational areas, and urban and rural regions.
ISTEA	<i>Intermodal Surface Transportation Efficiency Act of 1991</i> , superceded by the Transportation Equity Act for the 21 st Century (TEA 21), mandated planning requirements and created funding programs for transportation projects.

ITIP	<i>Interregional Transportation Improvement Program</i> , funds capital improvements, on a statewide basis, including capacity increasing projects primarily outside of an urbanized area. Projects are nominated by Caltrans and submitted to the California Transportation Commission for inclusion in the STIP. The ITIP has a 5-year planning horizon and is updated every two years by the CTC.
ITS	<i>Intelligent Transportation Systems</i> , is the application of advanced sensor, computer, electronics, and communication technologies and management strategies to increase the safety and efficiency of the surface transportation system.
LOS	<i>Levels-of-Service</i> , a qualitative measure of traffic operating conditions whereby a letter grade, "A" through "F", corresponding to progressively worsening traffic conditions, is assigned to an intersection or section of roadway.
NEPA	<i>National Environmental Protection Act</i> , federal legislation which created an environmental review process similar to CEQA, but pertaining only to projects having federal involvement through financing, permitting, or Federal Land ownership.
RIP	<i>Regional Improvement Program</i> , Under the State Transportation Improvement Program (STIP) reforms of Senate Bill 45, the STIP now consists of two broad programs, the RIP and IIP. The RIP is funded from 75% of the new STIP funds, divided by formula among fixed county shares. Each county selects projects to be funded from its county share in its Regional Transportation Improvement Program (RTIP).
RTIP	<i>Regional Transportation Improvement Program</i> , a list of proposed transportation projects submitted to the California Transportation Commission by regional transportation planning agencies for state funding. The RTIP has a 5-year planning horizon (previously 7-year) and is updated every two years by the CTC.
RTP	<i>Regional Transportation Plan</i> , state mandated document prepared biennially by all regional transportation planning agencies. The Plan describes existing and projected transportation needs, conditions and financing affecting all modes within a 20-year horizon.
RTPA	<i>Regional Transportation Planning Agency</i> , a state designated agency (multi-county or county level-agency) responsible for regional transportation planning to meet state planning mandates. RTPAs can be Local Transportation Commissions, Councils of Government, Metropolitan Planning Organizations or statutorily created agencies.
SHA	<i>State Highway Account</i> , the SHA is the state's primary source for funding transportation improvements. Revenues from state fuel tax (gasoline and diesel fuel excise tax), truck weight fees and the federal highway funds are deposited into SHA. SHA provides funding for 1) non-capital outlays (maintenance, operations, capital outlay support, etc.), 2) State Transportation Improvement Program (STIP), 3) State Highway Operation and Protection Program (SHOPP), 4) local assistance, etc.

SHOPP	<i>State Highway Operations and Protection Program</i> , a program created by state legislature, which includes projects needed to maintain the integrity of the state highway system, primarily associated with safety and rehabilitation without increasing roadway capacity. SHOPP is a four-year program of projects, approved by the CTC separately from the STIP cycle.
SIP	<i>State Implementation Plan</i> , required by the Federal Clean Air Act Amendment of 1990. The SIP is an air quality plan developed by the California Air Resources Board in cooperation with local air districts for attaining and maintaining Federal Clean Air Act Standards.
STA	<i>State Transit Assistance</i> , revenues from sales tax on gasoline and diesel fuel are appropriated to the State Controller's Office by the Legislature for allocation to transit operators by RTPAs.
STIP	<i>State Transportation Improvement Program</i> , a list of transportation projects proposed in RTIPs and ITIPs, which are approved for funding by the CTC.
TDM	<i>Transportation Demand Management</i> , refers to policies, programs, and actions that are directed towards decreasing the use of single occupant vehicles. TDM also can include activities to encourage shifting or spreading peak travel periods.
TSM	<i>Transportation System Management</i> , refers to the use of low capital intensive transportation improvements to increase the efficiency of transportation facilities and services. These can include carpool and vanpool programs, parking management, traffic flow improvements, high occupancy vehicle lanes, and park-and-ride lots.
TEA 21	<i>Transportation Equity Act for the 21st Century</i> , signed into law and amended in 1998, made a number of changes in the metropolitan transportation planning process. These changes reflect the evolution and maturing of the nation's transportation planning process since the passage of ISTEA.
U.S. EPA	<i>U.S. Environmental Protection Agency</i> , reviews and approves the State Implementation Plan, including emissions budgets used in RTP conformity assessments.

Ozone Data Summary for Grass Valley, CA - 2005

YEAR	NAAQS* Exceedances		CAAQS* Exceedances	
	8 HR Standard ^{\1}	1 HR Standard ^{\2}	8 HR Standard ^{\1}	1 HR Standard
YEARS	DAYS	HOURS	DAYS	HOURS
1993	x	x	6	12
1994	x	x	8	26
1995	x	x	16	77
1996	x	x	20	69
1997\1	17	123	8	33
1998	19	117	12	39
1999	28/24 ^{\3}	203/144 ^{\3}	21/13 ^{\3}	50/33 ^{\3}
2000	29/28 ^{\3}	225/213 ^{\3}	18	80
2001	23	190	17	48
2002	22	191	20	80
2003	22	208	20	75
2004	14	88	11	34
2005				
April	0	0	0	0
May	2	9	3	5
June	0	0	0	0
July	11	98	8	39
August	4	29	3	8
September	3	12	1	1
October	0	0	0	0
2005	20	148	15	53

\1 8 Hour Standard took effect July 1, 1997. Values for 1997 are from May – Dec.

\2 Significant smoke incursions from No. Cal. Wildfires created unprecedented ozone levels in Grass Valley

\3 - Value modified to exclude Wildfires and other Exceptional / Natural Events

NAAQS* - National Ambient Air Quality Standard

CAAQS* - California Ambient Air Quality Standard

A-3
On-Road Motor Vehicle Emission Data Projections for Nevada County

Almanac Emission Projection Data (Published in 2005)
Reactive Organic Gases Projected Emission Inventory

NEVADA COUNTY

REPORT TYPE: GROWN AND CONTROLLED
 SEASON: ANNUAL AVERAGE
 BASE YEAR: 2004

All emissions are represented in Tons per Day and reflect the most current data provided to ARB.
 Download this data as a comma delimited file.
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SUMMARY CATEGORY NAME	MOBILE SOURCES				
	2000	2005	2010	2015	2020
ON-ROAD MOTOR VEHICLES					
LIGHT DUTY PASSENGER (LDA)	1.452	1.091	0.681	0.428	0.301
LIGHT DUTY TRUCKS - 1 (LDT1)	1.072	0.928	0.689	0.504	0.371
LIGHT DUTY TRUCKS - 2 (LDT2)	0.546	0.496	0.409	0.318	0.261
MEDIUM DUTY TRUCKS (MDV)	0.476	0.435	0.368	0.303	0.250
LIGHT HEAVY DUTY GAS TRUCKS - 1 (LHDV1)	0.299	0.116	0.065	0.050	0.049
LIGHT HEAVY DUTY GAS TRUCKS - 2 (LHDV2)	0.025	0.019	0.013	0.013	0.010
MEDIUM HEAVY DUTY GAS TRUCKS (MHDV)	0.172	0.112	0.074	0.043	0.025
HEAVY HEAVY DUTY GAS TRUCKS (HHDV)	0.109	0.089	0.075	0.060	0.041

LIGHT HEAVY DUTY DIESEL TRUCKS - 1 (LHDV1)	0.004	0.006	0.005	0.004	0.003
LIGHT HEAVY DUTY DIESEL TRUCKS - 2 (LHDV2)	0.004	0.004	0.004	0.003	0.002
MEDIUM HEAVY DUTY DIESEL TRUCKS (MHDV)	0.008	0.008	0.007	0.005	0.004
HEAVY HEAVY DUTY DIESEL TRUCKS (HHDV)	0.059	0.046	0.034	0.025	0.018
MOTORCYCLES (MCY)	0.159	0.120	0.089	0.066	0.055
HEAVY DUTY DIESEL URBAN BUSES (UB)	0.003	0.003	0.003	0.003	0.003
HEAVY DUTY GAS URBAN BUSES (UB)	0.027	0.023	0.021	0.019	0.019
SCHOOL BUSES (SB)	0.007	0.003	0.003	0.003	0.003
MOTOR HOMES (MH)	0.039	0.034	0.025	0.014	0.007
* TOTAL ON-ROAD MOTOR VEHICLES	4.461	3.532	2.565	1.858	1.422
OTHER MOBILE SOURCES					
AIRCRAFT	0.049	0.049	0.049	0.049	0.049
TRAINS	0.051	0.053	0.049	0.049	0.049
RECREATIONAL BOATS	1.800	1.366	0.901	0.609	0.488
OFF-ROAD RECREATIONAL VEHICLES	2.228	2.418	2.606	2.800	3.001
OFF-ROAD EQUIPMENT	0.658	0.488	0.386	0.336	0.298
FARM EQUIPMENT	0.047	0.041	0.032	0.023	0.017
FUEL STORAGE AND HANDLING	0.298	0.105	0.093	0.099	0.106
* TOTAL OTHER MOBILE SOURCES	5.132	4.520	4.115	3.964	4.007
** TOTAL MOBILE SOURCES	9.593	8.052	6.679	5.822	5.429
GRAND TOTAL FOR NEVADA	9.593	8.052	6.679	5.822	5.429

* Emissions from natural sources are excluded.

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Air Resources Board

Almanac Emission Projection Data (Published in 2005)

Oxides of Sulfur Projected Emission Inventory

NEVADA COUNTY

REPORT TYPE: GROWTH AND CONTROLLED
 SEASON: ANNUAL AVERAGE
 BASE YEAR: 2004

All emissions are represented in Tons per Day and reflect the most current data provided to ARB
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SUMMARY CATEGORY NAME	2000	2005	2010	2015	2020
	MOBILE SOURCES				
ON-ROAD MOTOR VEHICLES					
LIGHT DUTY PASSENGER (LDA)	0.005	0.004	0.005	0.006	0.006
LIGHT DUTY TRUCKS - 1 (LDT1)	0.004	0.004	0.004	0.004	0.005
LIGHT DUTY TRUCKS - 2 (LDT2)	0.003	0.002	0.003	0.003	0.003
MEDIUM DUTY TRUCKS (MDV)	0.003	0.002	0.003	0.003	0.003
LIGHT HEAVY DUTY GAS TRUCKS - 1 (LHDV1)	0.001	0.001	0.001	0.000	0.000
LIGHT HEAVY DUTY GAS TRUCKS - 2 (LHDV2)	0.000	0.000	0.000	0.000	0.000
MEDIUM HEAVY DUTY GAS TRUCKS (MHDV)	0.000	0.000	0.000	0.000	0.000
HEAVY HEAVY DUTY GAS TRUCKS (HHDV)	0.000	0.000	0.000	0.000	0.000

LIGHT HEAVY DUTY DIESEL TRUCKS - 1 (LHDV1)	0.001	0.001	0.000	0.000	0.000	0.000
LIGHT HEAVY DUTY DIESEL TRUCKS - 2 (LHDV2)	0.001	0.000	0.000	0.000	0.000	0.000
MEDIUM HEAVY DUTY DIESEL TRUCKS (MHDV)	0.003	0.003	0.000	0.000	0.000	0.000
HEAVY HEAVY DUTY DIESEL TRUCKS (HHDV)	0.009	0.009	0.001	0.001	0.001	0.001
MOTORCYCLES (MCY)	0.000	0.000	0.000	0.000	0.000	0.000
HEAVY DUTY DIESEL URBAN BUSES (UB)	0.001	0.001	0.000	0.000	0.000	0.000
HEAVY DUTY GAS URBAN BUSES (UB)	0.000	0.000	0.000	0.000	0.000	0.000
SCHOOL BUSES (SB)	0.000	0.000	0.000	0.000	0.000	0.000
MOTOR HOMES (MH)	0.000	0.000	0.000	0.000	0.001	0.000
* TOTAL ON-ROAD MOTOR VEHICLES	0.031	0.027	0.017	0.017	0.019	
OTHER MOBILE SOURCES						
AIRCRAFT	0.001	0.001	0.001	0.001	0.001	0.001
TRAINS	0.110	0.119	0.128	0.138	0.149	
RECREATIONAL BOATS	0.004	0.004	0.004	0.005	0.005	
OFF-ROAD RECREATIONAL VEHICLES	0.001	0.001	0.001	0.001	0.001	
OFF-ROAD EQUIPMENT	0.002	0.002	0.002	0.002	0.002	
FARM EQUIPMENT	0.002	0.002	0.000	0.000	0.000	
FUEL STORAGE AND HANDLING	0.000	0.000	0.000	0.000	0.000	
* TOTAL OTHER MOBILE SOURCES	0.119	0.129	0.137	0.148	0.159	
** TOTAL MOBILE SOURCES	0.150	0.156	0.154	0.165	0.178	
GRAND TOTAL FOR NEVADA	0.150	0.156	0.154	0.165	0.178	

* Emissions from natural sources are excluded.

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Air Resources Board 

Almanac Emission Projection Data (Published in 2005)

Carbon Monoxide Projected Emission Inventory

NEVADA COUNTY

REPORT TYPE: GROWN AND CONTROLLED
 SEASON: ANNUAL AVERAGE
 BASE YEAR: 2004

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SUMMARY CATEGORY NAME	2000	2005	2010	2015	2020
ON-ROAD MOTOR VEHICLES					
LIGHT DUTY PASSENGER (LDA)	10.783	8.500	5.476	3.445	2.365
LIGHT DUTY TRUCKS - 1 (LDT1)	10.787	8.699	6.010	3.893	2.543
LIGHT DUTY TRUCKS - 2 (LDT2)	5.749	4.685	3.509	2.480	1.843
MEDIUM DUTY TRUCKS (MDV)	4.839	3.987	3.106	2.351	1.827
LIGHT HEAVY DUTY GAS TRUCKS - 1 (LHDV1)	2.202	0.752	0.368	0.233	0.170
LIGHT HEAVY DUTY GAS TRUCKS - 2 (LHDV2)	0.261	0.141	0.082	0.053	0.034
MEDIUM HEAVY DUTY GAS TRUCKS (MHDV)	1.341	0.812	0.506	0.297	0.159
HEAVY HEAVY DUTY GAS TRUCKS (HHDV)	1.632	1.206	0.890	0.590	0.318

LIGHT HEAVY DUTY DIESEL TRUCKS - 1 (LHDV1)	0.011	0.019	0.018	0.015	0.013
LIGHT HEAVY DUTY DIESEL TRUCKS - 2 (LHDV2)	0.012	0.012	0.011	0.009	0.007
MEDIUM HEAVY DUTY DIESEL TRUCKS (MHDV)	0.055	0.053	0.050	0.043	0.037
HEAVY HEAVY DUTY DIESEL TRUCKS (HHDV)	0.272	0.208	0.153	0.112	0.091
MOTORCYCLES (MCY)	0.992	0.983	0.744	0.524	0.411
HEAVY DUTY DIESEL URBAN BUSES (UB)	0.009	0.009	0.009	0.008	0.007
HEAVY DUTY GAS URBAN BUSES (UB)	0.316	0.271	0.237	0.166	0.124
SCHOOL BUSES (SB)	0.107	0.064	0.054	0.035	0.028
MOTOR HOMES (MH)	1.188	0.995	0.656	0.340	0.137
* TOTAL ON-ROAD MOTOR VEHICLES	40.556	31.396	21.879	14.594	10.114
OTHER MOBILE SOURCES					
AIRCRAFT	1.653	1.653	1.653	1.653	1.653
TRAINS	0.185	0.200	0.216	0.233	0.251
RECREATIONAL BOATS	5.942	5.245	4.392	3.840	3.737
OFF-ROAD RECREATIONAL VEHICLES	7.611	8.293	8.938	9.604	10.295
OFF-ROAD EQUIPMENT	5.221	4.611	4.302	4.135	4.245
FARM EQUIPMENT	0.337	0.309	0.276	0.266	0.256
FUEL STORAGE AND HANDLING	0.000	0.000	0.000	0.000	0.000
* TOTAL OTHER MOBILE SOURCES	20.949	20.311	19.777	19.731	20.438
** TOTAL MOBILE SOURCES	61.505	51.706	41.656	34.325	30.552
GRAND TOTAL FOR NEVADA	61.505	51.706	41.656	34.325	30.552

* Emissions from natural sources are excluded.

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Air Resources Board



Almanac Emission Projection Data (Published in 2005)

Oxides of Nitrogen Projected Emission Inventory

NEVADA COUNTY

REPORT TYPE: GROWN AND CONTROLLED
 SEASON: ANNUAL AVERAGE
 BASE YEAR: 2004

All emissions are represented in Tons per Day and reflect the most current data provided to ARB

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SUMMARY CATEGORY NAME	MOBILE SOURCES				
	2000	2005	2010	2015	2020
ON-ROAD MOTOR VEHICLES					
LIGHT DUTY PASSENGER (LDA)	1.032	0.774	0.484	0.291	0.191
LIGHT DUTY TRUCKS - 1 (LDT1)	0.991	0.777	0.530	0.345	0.230
LIGHT DUTY TRUCKS - 2 (LDT2)	0.750	0.616	0.455	0.311	0.219
MEDIUM DUTY TRUCKS (MDV)	0.712	0.596	0.455	0.324	0.230
LIGHT HEAVY DUTY GAS TRUCKS - 1 (LHDV1)	0.123	0.081	0.081	0.073	0.066
LIGHT HEAVY DUTY GAS TRUCKS - 2 (LHDV2)	0.031	0.020	0.017	0.014	0.012
MEDIUM HEAVY DUTY GAS TRUCKS (MHDV)	0.079	0.060	0.042	0.028	0.018
HEAVY HEAVY DUTY GAS TRUCKS (HHDV)	0.194	0.161	0.117	0.074	0.041

LIGHT HEAVY DUTY DIESEL TRUCKS - 1 (LHDV1)	0.100	0.104	0.068	0.039	0.025
LIGHT HEAVY DUTY DIESEL TRUCKS - 2 (LHDV2)	0.080	0.062	0.042	0.025	0.015
MEDIUM HEAVY DUTY DIESEL TRUCKS (MHDV)	0.311	0.284	0.212	0.133	0.081
HEAVY HEAVY DUTY DIESEL TRUCKS (HHDV)	1.077	0.874	0.651	0.407	0.243
MOTORCYCLES (MCY)	0.028	0.030	0.025	0.022	0.020
HEAVY DUTY DIESEL URBAN BUSES (UB)	0.054	0.057	0.054	0.047	0.039
HEAVY DUTY GAS URBAN BUSES (UB)	0.033	0.032	0.030	0.031	0.031
SCHOOL BUSES (SB)	0.035	0.038	0.038	0.037	0.035
MOTOR HOMES (MH)	0.106	0.107	0.097	0.074	0.054
* TOTAL ON-ROAD MOTOR VEHICLES	5.736	4.673	3.398	2.275	1.550
OTHER MOBILE SOURCES					
AIRCRAFT	0.006	0.006	0.006	0.006	0.006
TRAINS	1.425	1.057	0.908	0.924	0.919
RECREATIONAL BOATS	0.134	0.252	0.267	0.235	0.216
OFF-ROAD RECREATIONAL VEHICLES	0.143	0.158	0.170	0.183	0.196
OFF-ROAD EQUIPMENT	1.556	1.413	1.132	0.836	0.712
FARM EQUIPMENT	0.336	0.283	0.229	0.174	0.138
FUEL STORAGE AND HANDLING	0.000	0.000	0.000	0.000	0.000
* TOTAL OTHER MOBILE SOURCES	3.600	3.169	2.713	2.358	2.187
** TOTAL MOBILE SOURCES	9.336	7.842	6.111	4.633	3.737
GRAND TOTAL FOR NEVADA	9.336	7.842	6.111	4.633	3.737

* Emissions from natural sources are excluded.

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Almanac Emission Projection Data (Published in 2005)

Total Organic Gases Projected Emission Inventory

NEVADA COUNTY

REPORT TYPE: GROWN AND CONTROLLED
 SEASON: ANNUAL AVERAGE
 BASE YEAR: 2004

All emissions are represented in Tons per Day and reflect the most current data provided to ARB.
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SUMMARY CATEGORY NAME	MOBILE SOURCES				
	2000	2005	2010	2015	2020
ON-ROAD MOTOR VEHICLES					
LIGHT DUTY PASSENGER (LDA)	1.544	1.164	0.728	0.454	0.318
LIGHT DUTY TRUCKS - 1 (LDT1)	1.145	0.991	0.736	0.534	0.390
LIGHT DUTY TRUCKS - 2 (LDT2)	0.589	0.534	0.439	0.338	0.275
MEDIUM DUTY TRUCKS (MDV)	0.516	0.471	0.398	0.325	0.266
LIGHT HEAVY DUTY GAS TRUCKS - 1 (LHDV1)	0.322	0.124	0.069	0.053	0.051
LIGHT HEAVY DUTY GAS TRUCKS - 2 (LHDV2)	0.027	0.020	0.014	0.013	0.010
MEDIUM HEAVY DUTY GAS TRUCKS (MHDV)	0.184	0.119	0.078	0.045	0.026
HEAVY HEAVY DUTY GAS TRUCKS (HHDV)	0.120	0.098	0.082	0.064	0.043

LIGHT HEAVY DUTY DIESEL TRUCKS - 1 (LHDV1)	0.005	0.007	0.006	0.004	0.003
LIGHT HEAVY DUTY DIESEL TRUCKS - 2 (LHDV2)	0.005	0.005	0.004	0.003	0.002
MEDIUM HEAVY DUTY DIESEL TRUCKS (MHDV)	0.009	0.009	0.008	0.006	0.005
HEAVY HEAVY DUTY DIESEL TRUCKS (HHDV)	0.067	0.052	0.039	0.028	0.021
MOTORCYCLES (MCY)	0.167	0.128	0.097	0.073	0.062
HEAVY DUTY DIESEL URBAN BUSES (UB)	0.003	0.003	0.003	0.003	0.003
HEAVY DUTY GAS URBAN BUSES (UB)	0.031	0.028	0.026	0.024	0.024
SCHOOL BUSES (SB)	0.008	0.004	0.003	0.003	0.003
MOTOR HOMES (MH)	0.044	0.039	0.030	0.017	0.009
* TOTAL ON-ROAD MOTOR VEHICLES	4.786	3.796	2.760	1.987	1.511
OTHER MOBILE SOURCES					
AIRCRAFT	0.055	0.055	0.055	0.055	0.055
TRAINS	0.058	0.061	0.056	0.056	0.056
RECREATIONAL BOATS	1.947	1.476	0.971	0.654	0.522
OFF-ROAD RECREATIONAL VEHICLES	2.417	2.622	2.826	3.037	3.256
OFF-ROAD EQUIPMENT	0.724	0.538	0.423	0.367	0.327
FARM EQUIPMENT	0.054	0.046	0.036	0.026	0.019
FUEL STORAGE AND HANDLING	0.298	0.105	0.093	0.099	0.106
* TOTAL OTHER MOBILE SOURCES	5.553	4.903	4.459	4.293	4.339
** TOTAL MOBILE SOURCES	10.339	8.699	7.219	6.280	5.850
GRAND TOTAL FOR NEVADA	10.339	8.699	7.219	6.280	5.850

* Emissions from natural sources are excluded.

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SOURCES

- California Air Resources Board. 1998. *California Clean Air Act Transportation Requirements Guidance*.
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